

SHANGHAI BREWERY.

DRAUGHT ALES.
British Ale in Pintins.
Bottled, \$1.00 per dozen pints.
COTTAM & CO.,
Agents.

The Hongkong Telegraph.

ESTABLISHED 1861.

THE UNITED ASBESTOS
ORIENTAL AGENCY.

SOLE AGENTS FOR THE
UNITED ASBESTOS COMPANY, LTD., LONDON.
DODWELL, CARILL & CO.,
General Agents.

NEW SERIES No. 673. 日九月七七年三十二號光

MONDAY, AUGUST 16, 1897.

一月一號

號六十一月八英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital.....\$1,000,000
Subscribed Capital.....\$500,000

HEAD OFFICE—HONGKONG.

Court of Directors,
D. Gillies, Esq.,
P. Stolteforth, Esq.,
J. T. Lantz, Esq.,
"Acting Chief Manager,
GEO. MUNRO,
Interest for 12 months—Fixed, 5 per Cent.
On Current Account, Daily Balances 2 per
Cent. per Annum.
Hongkong, 15th August, 1897.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$7,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
St. C. Michaelson, Esq.—Chairman.
Hon. J. J. Bell-Irving—Deputy Chairman.
C. Bernstein, Esq.
G. D. Bödölg, Esq.
G. B. Dodwell, Esq.
R. M. Gray, Esq.
David Gobbiay, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER—
Shanghai—J. P. Wade Gardner, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager,
Hongkong, 14th August, 1897.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rates may be
obtained on application.

INTEREST on deposits is allowed at 3½ per
Cent. per annum.

Depositors may transfer all their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager,
Hongkong, 1st August, 1897.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....\$800,000
RESERVE LIABILITY OF SHARE-
HOLDERS.....\$800,000
RESERVE FUND.....\$175,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" " " " " 3 " " 31 "
" " " " 3 " " 31 "
T. H. WHITEHEAD,
Manager, Hongkong,
Hongkong, 2nd June, 1897.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
from H. M. NAVAL STOREKEEPER,
to Sell by
PUBLIC AUCTION
ON

WEDNESDAY, the 15th August, 1897,
AT NOON,

AT H. M. NAVAL YARD,
SUNDAY NAVAL AND VICTUALLING
CONDENMED STORES,
Comprising:

OLD IRON, PAPER STUFF, RAGS
CANVAS, CLOTHING, IMPLEMENTS, &c.
TERMS OF SALE—As customary.
HUGHES & HOUGH,
Auctioneers.

Hongkong, 7th August, 1897.

NOTIFICATIONS.

HONGKONG AND SHANGHAI BANKING
CORPORATION.

THE DIVIDEND declared for the half year
ending 30th June last at the Rate of
ONE POUND AND FIVE SHILLINGS (\$1.25)
per Share of \$125 is PAYABLE on and after
TO-DAY (MONDAY) the 16th day of August
current at the Offices of the Corporation, where
SHAREHOLDERs are requested to apply for
WARRANTS.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager,
Hongkong, 14th August, 1897.

WORTH A GUINEA A BOX.

BEECHAM'S
PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.
10 CENTS per Box.

Prepared only by the Proprietor—
THOMAS BEECHAM, B. Holmes, England,
SOLE AGENTS FOR HONGKONG AND THE
EMPIRE OF CHINA—
WATKINS & CO.,
AUTOCARAVAN, 14, QUEEN'S ROAD CENTRAL,
HONGKONG.

Insurances.

THE STANDARD LIFE ASSURANCE
COMPANY

has long taken the lead in SIMPLIFYING the
CONDITIONS and LIBERALISING the
CONTRACT of LIFE ASSURANCE, thereby
giving greatly increased Security to the Holders
of the Company's Policies.

For full Particulars and Rates,
Apply to
DODWELL, CARILL & CO.,
Agents,
Hongkong, and March, 1897.

THE MANCHESTER FIRE ASSURANCE
COMPANY.

ESTABLISHED A.D. 1834.

CAPITAL.....\$12,000,000
TOTAL FUNDS AND RESERVE.....\$2,800,553
NET ANNUAL FIRE PREMIUM.....\$ 257,478

HAVING been appointed AGENTS of the
above Company we are prepared to accept
EUROPEAN and CHINESE RISKS
at CURRENT RATES.

HOLLIDAY, WISE & CO.,
Agents,
Hongkong, and January, 1897.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSSON & CO.,
Hongkong, 28th May, 1897.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED).

CAPITAL, TAELS 600,000
EQUAL TO.....\$83,333.33
RESERVE FUND.....\$315,000.00

BOARD OF DIRECTORS.

LEE SING, Esq. LO YEEU MOON, Esq.

MANAGER—HO AMEI.

MARINE RISKS on GOODS, &c., taken
at CURRENT RATES to all parts of the
World.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Venzuela, 15th December, 1896.

NOTICE.

THE MAN ON INSURANCE COMPANY,
(LIMITED).

CAPITAL SUBSCRIBED.....\$1,000,000

The above Company is prepared to accept
MARINE RISKS on CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

CHAU TSEUNG PAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 26th May, 1897.

NOTIFICATIONS.

HONGKONG & WHAMPoa DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS
will be held at the OFFICES of the COMPANY,
No. 14, PRAYA CENTRAL, on MONDAY, the
23rd AUGUST, at 12 o'clock NOON for the pur-
pose of receiving the report of the Directors
and the Statement of Accruals to the 30th
JUNE, 1897, and of approving by resolution of
the proposed further extension to HONG KONG
Marine Lot No. 1, in terms to be stated.

The TRANSFER BOOKS of the Company
will be closed from the 9th to 23rd August,
both days inclusive.

By Order of the Board of Directors.

THOS. J. ROSE,
Secretary.

Hongkong, 5th August, 1897.

DAKIN, CRUICKSHANK & CO., LIMITED,
IN LIQUIDATION.

FINAL DISTRIBUTION OF THE
COMPANY'S ASSETS.

NOTICE is hereby given that the Liquidation
of the above Company having been completed,
the Liquidator will DISTRIBUTE the
SURPLUS ASSETS of the Company
amongst the Registered Shareholders in the
proportion of 7½ per Share.

Upon presentation of SCRIP to the Liquidator
for cancellation at his Office on or after
16th August instant, each Shareholder will
receive an Order on the HONGKONG AND
SHANGHAI BANKING CORPORATION to settle
all his CLAIMS against the Company.

Dated in Hongkong this 6th day of August,
1897.

F. MAITLAND,
Liquidator.

DAKIN, CRUICKSHANK & CO., LTD.,
Victoria Buildings 5, Queen's Road Central,
Hongkong, 6th August, 1897.

CHINA SUGAR REFINING COMPANY,
LIMITED.

NOTICE.

In Accordance with the Provision of No. 121
of the Articles of Association, the GENERAL
AGENTS have Told Day DECLARED an
INTERIM DIVIDEND of FOUR PER CENT.
for the Half-year ending 30th June, 1897, on the
Paid-up Capital of the Company.

DIVIDEND WARRANT Payable on MON-
DAY, the 30th August, will be issued to SHARE-
HOLDERS.

The TRANSFER BOOKS of the Company
will be CLOSED from 21st to 30th instant, both
days inclusive.

JAROINE, MAT-TESSON & CO.,
General Agents.

Hongkong, 14th August, 1897.

NOTIFICATIONS.

HONGKONG AND SHANGHAI BANKING
CORPORATION.

THE DIVIDEND declared for the half year
ending 30th June last at the Rate of
ONE POUND AND FIVE SHILLINGS (\$1.25)
per Share of \$125 is PAYABLE on and after
TO-DAY (MONDAY) the 16th day of August
current at the Offices of the Corporation, where
SHAREHOLDERs are requested to apply for
WARRANTS.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager,
Hongkong, 14th August, 1897.

WORTH A GUINEA A BOX.

BEECHAM'S
PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.
10 CENTS per Box.

Prepared only by the Proprietor—
THOMAS BEECHAM, B. Holmes, England,
SOLE AGENTS FOR HONGKONG AND THE
EMPIRE OF CHINA—
WATKINS & CO.,
AUTOCARAVAN, 14, QUEEN'S ROAD CENTRAL,
HONGKONG.

Intimations.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS

LONDON.....Java.....J. Chellon, R.N.R.....About 19th Aug...Freight, or Passage.

STRAITS AND BOMBAY.....Bombay.....J. H. C. Weston, R.N.R.....About 20th Aug...Freight only.

SHANGHAI.....Rohilla.....R. Cole.....About 20th Aug...Freight or Passage.

JAPAN.....Candia.....G. K. Wight, R.N.R.....About 23rd Aug...Freight or Passage.

LONDON, &c. Katsar-i-Hind.....S. Barcham.....No. 26th Aug...{ See Special
Advertisement

JAPAN.....Ancona.....W. D. Mudie.....Neon, 27th Aug...{ Freight or Passage.
(Passing through
the Island Sea).

LONDON.....Ceylon.....R. R. Pearce.....About 2nd Sept...Freight or Passage.

LONDON.....Shanghai.....E. P. Bishop.....About 16th Sept...Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent, Hongkong, 14th August, 1897.

REDUCED

ENQUIRIES AT MANAGERS OFFICE HONGKONG HOTEL FOR
PARTICULARS OF
BOARD AND LODGING RATES FOR CERTAIN ROOMS.

THE PHARMACY.

UNITED ASBESTOS ORIENTAL
AGENCY LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE

UNITED ASBESTOS COMPANY, LIMITED, LONDON,
CONTRACTORS TO H.M. GOVERNMENT,

MANUFACTURERS OF THE
BEST QUALITY OF ASBESTOS GOODS AND PACKINGS.

HYDRAULIC AND SELF LUBRICATING PUMP PACKINGS of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

To-day's
Advertisements.

Share list closes on 18th August, 1897,
at 3 o'clock P.M.

PROSPECTUS.

THE HONGKONG COTTON SPINNING,
WEAVING, AND DYEING COMPANY,
LIMITED.

INCORPORATED UNDER COMPANIES' ORDIN-
ANCES 1865 TO 1890 OF HONGKONG,
WHEREBY THE LIABILITY OF
MEMBERS IS LIMITED
TO THE VALUE OF
THEIR SHARES.

CAPITAL: \$1,200,000.
DIVIDED INTO 12,000 SHARES OF \$100 EACH.
(With power to increase).

Of which it is proposed to issue at present
only 9,000, and of this number of Shares
6,000 have already been allotted by the
promoter, leaving a remainder of 3,000
Shares, which are now offered for public
subscription. On this issue of 1,000 Shares,
\$10 to be paid on application, \$10 on allot-
ment, and \$10 in three subsequent calls of
\$20 per share on March 1st, 1898, \$10
per share on August 1st, 1898, and \$30
per share on December 31st, 1898.

GENERAL MANAGERS:
Messrs. JARDINE, MATHESON & CO.

PROVISIONAL CONSULTING COMMITTEE:
Hon. J. J. BELL-IRVING (Chairman),
(or the senior representative of Messrs.
JARDINE, MATHESON & CO.)
Hon. C. P. CHATER, C.M.G.
Mr. M. GRAY, Esq. (of Messrs. REISS & CO.)
St. C. MICHAELSEN, Esq. (of Messrs.
MELCHERS & CO.)
LEE SING, Esq. (Director, HONGKONG
LAND INVESTMENT & AGENCY CO.).

BANKERS:
HONGKONG & SHANGHAI BANKING
CORPORATION.

LEGAL ADVISERS:
Messrs. DEACON & HASTINGS.

THE present enterprise has been under con-
templation for some time, but the flota-
tion of the Company before the public has been
defered, it being considered prudent that the
benefit of the experience gained in the erection
and working of the new European-managed Mills
in Shanghai should be acquired before any
scheme was finally decided upon. These Mills
are now all running, and proving themselves
a practical success, in that they are spinning
a very creditable Yarn which is in eager request
among native buyers at some 3 per cent. higher
price than the best Indian Spindles command.
If any confirmation were necessary of the
lucrative nature of results attending the Spin-
ning Industry in Shanghai we have only to turn
to the reports that are at present being pub-
lished in the Japanese press of the half year's
working of the Mills in that country. The
half yearly dividends recently reported in one
newspaper as being declared by seven Mills in
Japan give an average return for six months
at the rate of 15 per cent. per annum, and yet
Japan makes this handsome return after pur-
chasing a large quantity of the Raw Cotton
required from China on which an export duty
is charged, also freight to Japan, and when con-
verted into Yarn some proportion of the product
is again shipped to China and sold there after
having paid freight and Import Duty. In addition
to this, the Japanese Mills manufacture Yarns
largely from Indian and American Cotton which
can be laid down in Hongkong on more favour-
able terms.

Hongkong is both climatically and geo-
graphically well situated for successful spinning;
climatically, because the humidity in the at-
mosphere so constantly prevalent on this Island
is a great assistance in conditioning Yarn, and
geographically, as we at once command one of
the largest outlets for such products in Asia,
and are constantly kept in easy access of the
large Cotton growing fields of India and China
by an ever increasing service of steamers.
Moreover, we have the more adjacent producing
fields of North Borneo and Tongkin to draw
from, countries which are already taking steps
to develop what promises to be a fair growth.

The total quantity of Indian Yarn imported
into Hongkong during 1896 is computed by the
highest Indian authority at 250,000 Bales,
while Shanghai Customs' Returns show an im-
port there of the Indian Yarn during the same
period of 285,000 Bales; in the Northern port
there are now sunning, or in the course of
erection, 317,000 Spindles competing for this
trade, while up to date this Colony has done
nothing by way of participating in it.

It is proposed to build a 30,000 Spindle Mill;
this will suggest and recommends itself be-
cause owing to fixed charges for salaries, power,
etc., a 30,000 Spindle Mill could be run at a con-
siderable saving on the cost of running a 25,000
Spindle enterprise.

Site.—The rental has been obtained of a
suitable site in the Soo Kuspo Valley on
reasonable terms with the advantage of ample
reserve space for enlargements and develop-
ments.

The Management and Direction of the Com-
pany will be in the hands of Messrs. Jardine,
Matheson & Co. as General Managers, assisted
by a Consulting Committee consisting of, at
first, the Members of the Provisional Committee,
whose names are stated above.

Machinery.—It is the intention of the prom-
oters to order the very best Machinery, as it has
been proved by experience in China, India, and
Japan, etc., where short staple Cotton only is
available, that it pays in the long run to have
Spindles, etc., supplied by the makers of highest
repute.

Copies of the Memorandum and Articles of
Association of the Company can be inspected
by intending Subscribers at the Offices of the
Company.

The promoters are alive to the fact that the
Cotton Spinning Industry is one of the success of
which depends on large and rapid turnover,
with proportion of Expenses reduced to a
minimum, and they are therefore prepared to
accept a moderate rate of Commission for con-
ducting the management of the business.

Application for Shares must be made on a
special form to be obtained from Messrs. Jardine,
Matheson & Co. and forwarded to the Bankers
of the Company, together with the amount
payable as application.

If the number of Shares applied for, by any
one applicant be not allotted, the surplus of the
amount paid on deposit will be re-allocated
towards the sum due on allotment.

Where no allotment is made, the deposit will
be returned in full.

Hongkong, 16th August, 1897.

To-day's
Advertisements.

THEATRE ROYAL
CITY HALL

Letters: Mr. A. POLLARD.

POLLARD'S
LILLIPUTIAN OPERA
COMPANY.

F LAST NIGHT! LAST NIGHT!!
A TO-NIGHT! TO-NIGHT!!
R LAST A.P. ARANCE &
E TO-NIGHT (MONDAY), August 16th.
W Keep your eye on your Father,
E OFENBACH'S MASTERPIECE.
L "THE PRINCESS OF TREBEZONDE".

Plan at W. ROBINSON & CO's Music Ware-
house.

Late Trams will leave 15 minutes after each
Performance.

C. A. POLLARD, Manager.
Hongkong, 16th August, 1897.

THE ROYAL STEAM RIDING GALLERY,
WEST POINT,

OPEN EVERY EVENING,

FROM 5 P.M. TO 12 P.M.

EXHILARATORY EXERCISE.

Has a fascinating attraction for old and young;
every body should try it.

Hongkong, 6th August, 1897.

"GLEN" LINE OF STEAM-PACKETS.
FROM MIDDLESBORO, LONDON AND
STRAITS.

THE Steamship

"GLENFARG"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Limited, at Kowloon,
where delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before noon
TO-MORROW.

Cargo remaining undelivered after the 23rd
inst. will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims
for damages and/or shortages not later than
the 30th inst. otherwise they will not be
recognised.

All broken, chafed and damaged Goods are to
be left in the Gravens where they will be
examined on the 30th inst. at 11 A.M.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,
Agent.

Hongkong, 6th August, 1897.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Robson, will be despatched for the
above Ports on WEDNESDAY, the 18th instant,
at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAK & CO.,
General Managers.

Hongkong, 16th August, 1897.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI, VIA SWATOW.

THE Company's Steamship

"KASHING,"

Captain Hopkins, will be despatched as above
on WEDNESDAY, the 18th instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th August, 1897.

THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ZAFIRO."

Captain Cobban, will be despatched for the
above Port on WEDNESDAY, the 18th instant,
at 4 P.M. Instead of as previously advertised.

This Steamer has Superior Accommodation
for Passengers.

For Freight or Passage, apply to

SHEWAN, TOME'S & CO.,
General Managers.

Hongkong, 16th August, 1897.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"HUNAN,"

Captain Fisher, will be despatched as above
on THURSDAY, the 19th instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th August, 1897.

PROMETHEUS,"

Captain Day, will be despatched as above on
SATURDAY, the 21st instant.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th August, 1897.

OCEAN STEAMSHIP COMPANY,
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PROMETHEUS,"

Captain Day, will be despatched as above on
SATURDAY, the 21st instant.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th August, 1897.

DAKIN, CRUICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & CO.'S WATERS are
made under the constant supervision of a duly
qualified English Chemist, and will bear compari-
son with the best English Manufactures.

Special terms to SHOTELS, CAFES, RESTAURANTS
and other Large Establishments.

Any complaint should be addressed to the
Manager.

Hongkong, 16th August, 1897.

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THE HONGKONG TELEGRAPH, MONDAY, AUGUST 16, 1897.

TYphoon Experiences.

Several of the steamers which arrived from the north yesterday report that they experienced very bad weather, caused, no doubt, by the typhoon that passed to the north of Formosa a few days ago, and the track of which was very accurately traced by Mr. F. G. Flagg, Acting Director of the Hongkong Observatory.

The *Petyang* reports having left Chinkiang at 5 a.m. on the 8th instant and Woosung at 5 p.m. Tewlwood was from the S.E. and freshening and the gales were constantly falling. Outside Steep Island the wind increased and there was a high S.E. and Easterly swell, with heavy rain squalls. The vessel could not make an anchorage and she had to be beached for the eastward. At 9 p.m. on the 9th further squalls and heavy rain were experienced, the wind changing from S.E. to S.S.E. The weather cleared a little on the 10th, and a course was shaped for the coast, an anchorage being reached off Taichau Island, at 5 p.m. Heavy squalls, with blinding rain, set in at 8 p.m., and a second anchor had to be let go. On the 11th the wind decreased and came from South and S.S.W. and the voyage was resumed at 5 a.m. next day. Squally, rainy weather again prevailed, with heavy swell from South to S.E. The swell lessened after a while and from Turnabout to Chelang Point fine weather was had. Thence to port further squalls and rains were encountered and she anchored in the harbour at 9 p.m. on the 12th.

The *Douglas* liner *Formosa*, Captain Robson, (from Tamshui and coast ports) was also caught in the storm. Her commander reports that at Tamshui on the 9th the German brigantine *Cristina Nielsen* was driven out to sea by the typhoon and strong freshet. The same day a Japanese steamer (formerly the German steamer *Continental*) lost all her anchors and chains and narrowly escaped getting piled up on the Tamshui Bar. After a desperate struggle, and with the exhibition of some smart seamanship, the Captain managed to beach his vessel in the river. Crossing the Channel to Amoy the *Formosa* experienced very bad weather, and when 35 miles West of Tamshui, on the 11th instant, she observed a Chinese junk with malacca gone and flying signals of distress. After considerable difficulty she managed to rescue the whole of the crew (4 persons) with a long line passed from the steamer to the junk. Owing to the high sea running it was impossible to launch a life-boat. The shipwrecked people were landed at Amoy on the 12th instant.

The *Keong-wu*, (from Moi) encountered the full force of the hurricane and had to shelter in Taichau Bay, reaching her anchorage at 5 p.m. on the 10th. The *Huson*, from Chinkiang, was another vessel that had a rough passage down, her barometer reading as low as 29.10.

A representative of the *Telegraph* interviewed Captain Robson, of the *Formosa*, this morning and was curiously informed by him that the freshet in the Tamshui River must have done enormous damage up-country, for a very large quantity of wreckage was passing his vessel for many hours. Timbers, portions of the Taipak railway bridge, poultry, hay stacks and household utensils of every description were cast out to sea by the foaming torrent that proved so disastrous to the Japanese steamer and the German brigantine. The strong freshet has affected Tamshui Bar, and the channel is now further to the northward than before. H.M.S. *Phœnix* steamed into the 12-knot current but even there she dragged about half a mile. The port of Tamshui was evidently one of the outer circles of the typhoon that passed to the north of Formosa, but Captain Robson is of opinion that another typhoon passed up the Formosa Channel at the very time the one was reported to the north of the Beautiful Isle, and it was, he believes, this second typhoon that wrecked the junk from which he rescued fourteen Chinese. The scene seems to have been a bit of smart work in handling the *Formosa*, for the foolish junkmen, instead of making fast the line passed to them, would persist in coiling it round their bodies and getting hauled aboard the steamer one by one out of the foaming billows. Two Chinese junks were washed down on the bar by the freshet and of course came to utter grief, the bar being harder than they were. The lowest reading of the barometer on the *Formosa* was 29.28.

INTIMIDATING THE CHIEF OF POLICE.

On Yeung Wah, the hawk who was brought up at the Magistracy on Friday last, and charged that he "unlawfully did conspire with other persons not in custody feloniously to send to one Francis Henry May a certain letter directed to the said Francis Henry May by the description of Head of Police," demanding money from the said Francis Henry with menaces and without any reasonable or probable cause then at the time while knowing the contents of the said letter, on the 11th instant at Victoria in this Colony, was again brought before Mr. H. E. Wodehouse at the Police Court to-day.

Francis Henry May said:—"I ask for the discharge of the prisoners. I have no evidence to show that he wrote the letters marked B, C, & D, or that he had anything to do with them. My reason for arresting him was that the letter B was chopped with the words 'Au Wah.' The letter makes an appointment with me to go to the writer's address, which is given in the letter as 'Cross Lane at the old Victoria Hotel.' It tells me to go upstairs and turn to the left and in the fourth room, which is occupied by a fruit seller, I am to wait. I was there to pay \$10,000 to the writer. It tells me to go at 5 in the evening. It does not mention any date. It threatens me that if I did not pay I should be killed." The letter was marked 11th August. I opened it on the 12th. I went on the 13th at 5 p.m. to the place named. I did not find anybody there, but on enquiry I found that there was a fruit seller there. I therefore had him arrested. Since then I have examined specimens of his own handwriting and find that the letter, they do not agree. Also his name is not the name given in the letter. On 13th last the

OUR NAVAL ESTABLISHMENT AT HONGKONG.

[*The British Realm*, July 1st.]

However regarded, as a base for our augmented fleet in the China Sea, as a calling station, as a port of call for our mercantile marine, or as a commercial mart and distributing centre for British manufacturers, Hongkong is, for its size, one of the most important of Her Majesty's possessions. Hongkong is popularly viewed as a mere dot in an unknown ocean, whereas, in reality, it ranks as the second port in the British Empire. This small island occupies a specially fortunate geographical position in relation to the destinies of the Far East, where its historian believes the fulcrum of the world's balance may have shifted from the West.

The military and naval authorities recognise the enhanced importance of the place. Five years ago, an additional infantry regiment was added to the garrison, and there is now some talk of strengthening the garrison artillery, on whom, in the absence of the fleet, the defence of the Colony really depends. A dispatch from the Secretary of State respecting the necessary change of armament to provide a more efficient defence against modern torpedo craft, only requires the sanction of the Legislative Council to effect the commencement of the improvements at an estimated cost of between £500,000 and £600,000.

Having regard to Hongkong as a naval base, it is quite apparent that the proposed improvements there form only a portion of a scarcely-laboured and extensive scheme for maintaining Britain's strategical advantages east of Suez.

A sad occurrence took place at the United States Naval Hospital on Friday. At about ten minutes past six o'clock in the morning, a Marine of the U.S. Navy, named W. H. Martin, who has for some months been on duty at the U.S. Naval Hospital on the Bluff, entered the quarters of another, recently employed at the Hospital, named Norton, and having broken open a drawer there, obtained a revolver, shot himself in the left side of the head, just above the neck, apparently with the intention of severing the jugular vein. Upon a representative of the press of Yokohama, paying a visit to the Hospital to obtain particulars of the sad occurrence, shortly after noon on Friday, they were duly told by Dr. James Stoughton, P. A. Surgeon, U.S.N., the second medical officer at the Hospital, that no information whatever in connection with the affair could be given them. I have the honour to be, etc., etc., J. CHAMBERLAIN.

Governor Sir W. Robson, G.C.M.G., &c., &c., &c.

ATTEMPTED SUICIDE AT THE U.S. NAVAL HOSPITAL IN JAPAN.

[*Yokohama*, August 7th.]

A sad occurrence took place at the United States Naval Hospital on Friday. At about ten minutes past six o'clock in the morning, a Marine of the U.S. Navy, named W. H. Martin, who has for some months been on duty at the U.S. Naval Hospital on the Bluff, entered the quarters of another, recently employed at the Hospital, named Norton, and having broken open a drawer there, obtained a revolver, shot himself in the left side of the head, just above the neck, apparently with the intention of severing the jugular vein. Upon a representative of the press of Yokohama, paying a visit to the Hospital to obtain particulars of the sad occurrence, shortly after noon on Friday, they were duly told by Dr. James Stoughton, P. A. Surgeon, U.S.N., the second medical officer at the Hospital, that no information whatever in connection with the affair could be given them. I have the honour to be, etc., etc., J. CHAMBERLAIN.

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Intimations.

A STRIKING SUCCESS!

WILL DYE TO ANY SHADE, MAYPOLE SOAP BUT WON'T WASH OUT OF PADE.

DOES NOT DYE THE HANDS.

For Dyeing SILKS, SATINS, COTTONS, FEATHERS, LACE, WOOLLEN GOODS, or MIXTURES of COTTON and WOOL, &c.

Such as, Blouses, Dresses, Underwear, Ribbons, Children's Frocks, Parasols, Lamp Shades,

Silk Scarves, Handkerchiefs, Gentleman's Shirts, Lace Cravats, Silk Gloves,

Stockings, Antimacassars, Toilet Mats, Shawls, &c., &c., &c.

COLOURS STOCKED.

Cream, Hellotope, Plek, Canary, Mauve, Alice-Green, Light Blue, Terra-Cotta, Orange,

Nut-Brown, Scarlet, Black, Celise and Cardinal.

SELL AGENTS for Hongkong and China.

WATKINS & CO., Apothecaries' Hall, 66, Queen's Road Central.

EVERY CONSUMPTIVE

efficaciously to extreme exhaustion and emaciation. There is no validity, and nothing can be expected until the system has strength to fight the disease.

Scott's Emulsion

in the most rapid and most effectual manner in the world for all purposes of Health and Long Life. It stops coughing, relieves local irritation, removes the excessive working of the system, and gives the mind and body a new lease of life by lifting up the system and restoring health and flourishing prosperity. Sold by all Chemists.

Sale Agents for Hongkong and the Empire of China.—WATKINS & CO., Hongkong.

JUST UNPACKED.

A FRESH CONIMENT of best kind of English and French TIN GOODS and PROVISIONS from Messrs. Crox & Blackwell, and Philippe and Canau.

ALSO

Canning and Packing Co.'s TIN FRUITS and other PROVISIONS, Hinsley and Palmer's best kind of BISCUITS and MELLIN'S FOOD, &c., &c., &c.

H. RUTTONGEE,

47, D'Aguilar Street.

Hongkong, 9th August, 1897. [1224]

Consignees.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship

"OOPACK"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 17th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on TUESDAY, the 17th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th instant will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & CO., Agents.

Hongkong, 10th August, 1897. [1228]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf, &c., S. S. KYUUS and SECUNDA.

Goods not cleared by the 18th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in my case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,

Superintendent.

Hongkong, 10th August, 1897. [1228]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "CITY OF PEKING."

The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impounding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,

Agent.

Hongkong, 13th August, 1897. [1231]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "TEKOAA,"

FROM MIDDLESBOROUGH, GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be examined on the 10th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL & CO., Agents.

Hongkong, 13th August, 1897. [1231]

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL

THE Steamship

"BENALDER."

Captain Thomson, is due here to-day at 10 A.M. and will have quick despatch.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 27th July, 1897. [1243]

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL

THE Steamship

"BENALRIC."

Captain W. Place, is due here on or about 15th August, and will have quick despatch.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 27th July, 1897. [1243]

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Hongkong, 27th July, 1897. [1243]

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL

THE Company's Steamship

"TANTALUS."

Captain Hannah, will be despatched as above

TO-MORROW, the 17th instant, at Noon.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th August, 1897. [1246]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN."

Captain J. S. Roach, will be despatched for the

above Ports TO-MORROW, the 17th instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 16th August, 1897. [1247]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL

THE Steamship

"GHAZZE."

to sail at Noon TO-MORROW, the 17th August, 1897.

S.S. "LENNIX," to sail about 31st August, 1897.

S.S. "PATHAN," to sail about 1st Sept., 1897.

S.S. "BRAEMAR" to sail about 24th Sept., 1897.

For Freight or Passage, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, 16th August, 1897. [1248]

OCEAN STEAMSHIP COMPANY.

VIA STRAITS AND USUAL PORTS OF CALL.

THE Company's Steamship

"PINGSUEY."

Captain D. Davis, will be despatched as above

on WEDNESDAY, the 18th instant, at Noon.

For Freight, &c., apply to

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Hongkong, 16th August, 1897. [1249]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

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VIA STRAITS AND USUAL PORTS OF CALL.

THE Company's Steamship

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Captain E. Pittle, will be despatched as above

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"DEUCALION."

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Hongkong, 12th August, 1897. [1251]

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Captain Quall, will be despatched as above on

THURSDAY, the 10th instant, at 4 P